

00- R -0761

(Do Not Write Above This Line)

A RESOLUTION

BY TRANSPORTATION COMMITTEE

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE AN AGREEMENT WITH THE ATLANTA AIRLINES TERMINAL CORPORATION (AATC), WHICH SHALL PROVIDE FOR THE MECHANISM BY WHICH THE ATLANTA SIGNATORY AIRLINES ARE REIMBURSED FOR CONSULTING COSTS INCURRED IN PROVIDING INDEPENDENT REVIEW IN ACCOMPLISHING AIRPORT MASTER PLAN PROJECTS APPROVED BY A MAJORITY-INTEREST OF THE ATLANTA AIRLINES, FOR A TOTAL COST TO THE CITY NOT EXCEED \$1,884,866.00, IN THE FIRST YEAR, TO BE PAID FROM ACCOUNT NO. 2H27 524001 R21001; AND FOR OTHER PURPOSES.

ADOPTED BY
JUN 05 2000
COUNCIL

- ☐ CONSENT REFER
☐ REGULAR REPORT REFER
☐ ADVERTISE & REFER
☐ 1st ADOPT 2nd READ & REFER
☐ PERSONAL PAPER REFER

Date Referred

Referred To:

Date Referred

Referred To:

Date Referred

Referred To:

First Reading

Committee _____
Date _____
Chair _____
Referred to _____

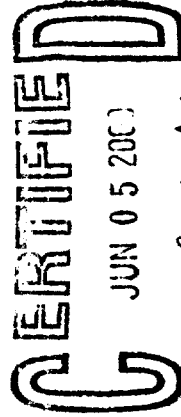
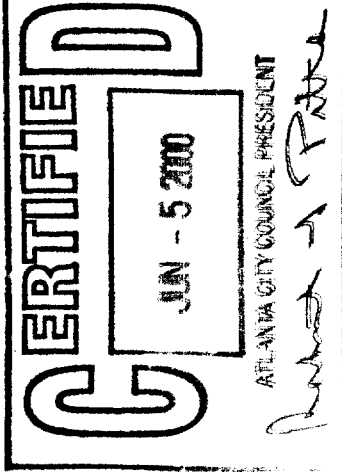
Committee <i>Transportation</i>	Committee _____
Date <i>5-31-00</i>	Date _____
Chair <i>[Signature]</i>	Chair _____
Action: <i>[Signature]</i>	Action: Fav, Adv, Hold (see rev. side) Other: _____
Members <i>[Signature]</i>	Members _____
Refer To <i>[Signature]</i>	Refer To _____

Committee _____	Committee _____
Date _____	Date _____
Chair _____	Chair _____
Action: Fav, Adv, Hold (see rev. side) Other: _____	Action: Fav, Adv, Hold (see rev. side) Other: _____
Members _____	Members _____
Refer To _____	Refer To _____

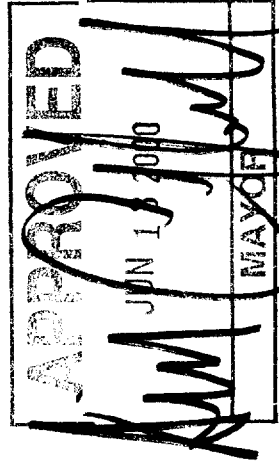
FINAL COUNCIL ACTION

- ☐ 2nd ☐ 1st & 2nd ☐ 3rd
Readings
☒ Consent ☐ V Vote ☐ RC Vote

CERTIFIED



MAYOR'S ACTION





**CITY COUNCIL
ATLANTA, GEORGIA**

RESOLUTION

BY TRANSPORTATION COMMITTEE

00- R-0761

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE AN AGREEMENT WITH THE ATLANTA AIRLINES TERMINAL CORPORATION (AATC), WHICH SHALL PROVIDE FOR THE MECHANISM BY WHICH THE ATLANTA SIGNATORY AIRLINES ARE REIMBURSED FOR CONSULTING COSTS INCURRED IN PROVIDING INDEPENDENT REVIEW IN ACCOMPLISHING AIRPORT MASTER PLAN PROJECTS APPROVED BY A MAJORITY-IN-INTEREST OF THE ATLANTA AIRLINES, FOR A TOTAL COST TO THE CITY NOT EXCEED \$1,884,866.00, IN THE FIRST YEAR, TO BE PAID FROM ACCOUNT NO. 2H27 524001 R21001; AND FOR OTHER PURPOSES.

WHEREAS, the City of Atlanta has undertaken a \$5.4 Billion Capital Improvement Program for Hartsfield Atlanta International Airport pursuant to the Airport Master Plan component of the 2000 Comprehensive Development Plan (CDP) adopted by the Council of the City on January 3, 2000, and approved by the Mayor on January 11, 2000, in the form and manner of that copy of same attached hereto as Exhibit A and made a part hereof by reference: and

WHEREAS, a Majority-In-Interest ("MII") of the Airlines serving the Airport ("Atlanta Airlines") approved certain Airport Master Plan projects to be accomplished under the Capital Improvement Program, subject to a Review and Implementation Process for MII Approved Projects set forth in an attachment to the MII Ballot, dated August 12, 1999, which requires the Atlanta Airlines jointly to staff an Airline Master Plan Team ("AMPT") to represent the interests of the Airlines and to provide business and technical support to the Atlanta Airlines during the Review and Implementation Process, with the management costs and expenses of the AMPT to be financed by the Series 2000 Airport Revenue Bond funds and recovered through additional rentals and fees payable by the Airlines; and

WHEREAS, the Airlines desire to use the Atlanta Airlines Terminal Corporation (AATC) as the mechanism for billing the City for the AMPT management costs and expenses; and

WHEREAS, it is thus necessary to enter into an Agreement with AATC to provide for reimbursement of the airlines for costs incurred by the AMPT, as hereinafter set forth.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ATLANTA that the Mayor or his designee be and hereby is authorized to execute on behalf of the City of Atlanta an Agreement with Atlanta Airlines Terminal Corporation, which shall provide for AATC to receive and forward to the City invoices from the Airline Master Plan Team for costs and expenses regarding the detailed planning, scheduling, design, construction, and financing of the Airport Master Plan projects approved by the August 12, 1999, MII Ballot of the Atlanta Airlines pursuant to Attachment C thereof, in the form and manner of that copy of same attached hereto as Exhibit B and made a part hereof by reference, and in accordance with a budget to be approved in advance by the Aviation General Manager, for a cost to the City not to exceed \$1,884,866.00 in the first year, with future amounts to be approved annually through the capital budgeting process.

BE IT FURTHER RESOLVED that the cost to the City under said Agreement shall be charged to and paid from Fund Account Center No. 2H27 524001 R21001.



FURTHER RESOLVED that the annual budget of the AMPT will be approved annually in the City of Atlanta, Department of Aviation Capital Budget.

FURTHER RESOLVED that the City Attorney be and hereby is directed to prepare said Agreement for execution by the Mayor.

FINALLY RESOLVED that said Agreement shall not become binding upon the City, and the City shall incur neither obligation nor liability thereunder until the same has been signed by the Mayor or his designee and delivered to AATC.

A true copy,

Rhonda Dauphin Johnson
Municipal Clerk, CMC

ADOPTED by the Council
APPROVED by the Mayor

JUNE 05, 2000
JUNE 13, 2000



CITY COUNCIL
ATLANTA, GEORGIA

99- 0 -1959

AN ORDINANCE

BY: COMMUNITY DEVELOPMENT/HUMAN RESOURCES COMMITTEE

AN ORDINANCE TO AMEND THE CITY OF ATLANTA 2000 COMPREHENSIVE DEVELOPMENT PLAN, AS AMENDED, TO INCORPORATE THE HARTSFIELD ATLANTA INTERNATIONAL AIRPORT MASTER PLAN AS THE GUIDE TO FUTURE AIRPORT DEVELOPMENT; AND FOR OTHER PURPOSES.

THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA HEREBY ORDAINS:

SECTION 1. That the 2000 Comprehensive Development Plan (CDP) of the City of Atlanta, Georgia, adopted by City Council on July 6, 1999 and approved by the Mayor on July 12, 1999, is hereby further amended as follows:

Transportation Element

On page 9-8, under "Current Programs and Projects: Aviation," following the section on "Noise Abatement and Environmental Management" add a new section as follows:

Recommended Master Plan

In November 1999, the Department of Aviation released the recommended Master Plan as the guide for future development of Hartsfield Atlanta International Airport. The Master Plan recommendations are a culmination of an extensive three-and-a-half-year process that included widespread involvement from all stakeholders in the airport communities. The last eighteen months of that process included more detailed analysis, in order to produce an achievable plan that has the full support of the Atlanta airlines, the key source for funding the majority of improvements.

The core of the recommended master plan is a \$5.4 billion program to be implemented by 2010. That development program (as shown in Figure 9-1) includes the following major programs:

- Extended Fifth Runway
- International Terminal
- Consolidated Rental Car Facility
- South Domestic Terminal
- Expansion of the Existing Terminal
- Other Airfield Improvements
- Support Facilities

EXHIBIT A



The recommended Master Plan is incorporated by reference within this CDP as the guide to future development of Hartsfield Atlanta International Airport.

SECTION 2. That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

A true copy,

Rhonda Dauphin Johnson
Municipal Clerk, CMC

ADOPTED by the Council
APPROVED by the Mayor

January 03, 2000
January 11, 2000

EXHIBIT 



Attachment C
Review and Implementation Process for MII Approved Projects
Hartsfield Atlanta International Airport
August 12, 1999

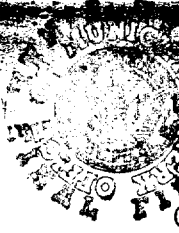
Introduction

The City of Atlanta, Department of Aviation (DOA), and the Airline Airport Affairs Committee (Airlines) have reached agreement on the capital improvement projects to be commenced during the period 1999-2010. These projects are listed in the Project Cost and Plan of Finance (Attachment A) and, to the extent airline rates and charges are impacted, in the Airline Projects Debt Service Allocation of Attachment A "Airport Revenue Bonds" Category by Cost Center (Attachment B), collectively referred to as the Hartsfield Atlanta International Airport Master Plan (the CIP). The CIP will be approved in a single majority-in-interest ballot (the CIP MII Ballot). The review and implementation process (Review Process) will involve a collaborative effort to consult with and assist the DOA in the detailed planning, scheduling, design, construction and financing of all projects.

In order to represent the Airlines throughout the Review Process, the Airlines will establish an Airline Steering Committee (ASC) **composed of the ATL CPTC air carriers**. The ASC will be formed within 30 days after the CIP MII ballot is approved. The ASC will be chaired by the representative from the largest ATL air carrier which will be determined based on the percentage of their respective enplaned passengers at ATL relative to total enplaned passengers for the immediately preceding calendar year. In order to maintain continuity through the Review Process, the membership of the ASC and the airline acting as chairperson will not change unless an airline voluntarily withdraws from the ASC or a MII of the Airlines (as such MII is determined under the Airport Use Agreement between the City of Atlanta and various airlines, including the agreement with Delta Air Lines, Inc.) changes the ASC membership. **The ASC will reach decisions by a majority vote of the carriers in attendance (represented by designee) at each ASC meeting. The ASC Chairman will present the ASC decisions as a member of the Executive Committee.** The ASC will staff an Airline Master Plan Team (AMPT) to represent the interests of the Airlines and provide business and technical support during the Review Process. The AMPT will be funded by the CPTC Contracting Airlines as a program management expense.

Oversight for the CIP will be provided by an Executive Committee, which will be comprised of the DOA General Manager and the ASC Chairman. The role of the Executive Committee is to review and resolve issues in order to maintain forward progress in achieving the CIP goals. The DOA General Manager and the ASC Chairman will share equal voting rights in decisions on Airline Projects (those projects which have any impact on airline rates and charges). In the event there is a disagreement at this level, the Executive Committee will select a mutually agreeable third party to mediate the issue. In the unlikely event the Executive Committee cannot agree on a third party, they each will select a third party who in turn select an unbiased third party to mediate a solution. In the event the Executive Committee cannot agree on the mediated results,

EXHIBIT B



the DOA may proceed so long as the Airlines rates and charges will not be adversely affected as result of the decision taken by the DOA on the specific issue, and it will not require any increase in airline-supported general airport revenue bonds above the amounts shown in the MII CIP Ballot Attachment A Project Costs and Plan of Finance.

Review & Implementation Process

1. The Review Process

There will be created a Planning and Design Committee (P&D Committee) comprised of DOA Staff, representatives assigned from the DOA retained Program Management firm (DOA-PM) and representatives from the AMPT. The role of the P&D Committee will be to consult with and assist the DOA in its implementation of all CIP projects.

The P&D Committee will develop and maintain the Project Implementation Plan and Master Summary Schedule prepared by the DOA-PM. The P&D Committee will also maintain the Plan of Finance. Under the guidance of the P&D Committee, The DOA-PM will assemble the materials for each of the steps outlined in Section 3 below "CIP Development Steps". The DOA Planning Executive and AMPT Director will supervise the P&D Committee's work on each of the steps outlined in Section 3 below. When all such relevant steps have been accomplished, the DOA Planning Executive and the AMPT Director will refer individual Airline Projects to the Executive Committee for approval.

The P&D Committee may undertake projects not included on Attachment A of the CIP MII Ballot, provided all projects adopted in the CIP have been or are projected to be funded as anticipated and funding for the new projects is not projected to result in an increase in airline-supported revenue bonds above the amounts shown in Attachment A. Authorization for these projects would require the submittal of the scope and cost of the project with a presentation to the Executive Committee. Any projects proposed that are not listed on Attachment A and for which funding is projected to result in an increase in costs impacting airline rates and charges or any increase in total airline-supported revenue bonds, collectively above the total amount shown in "Airport Revenue Bonds" column in Attachment A would be handled outside of this Review Process as a separate MII ballot. In such an event, all necessary airline approvals will be sought separately and as appropriate. At any time, if the AMPT Director or the DOA Planning Executive determine that Executive Committee guidance would be advisable concerning any matter within the P&D Committee's jurisdiction, either of them may request such guidance.

2. Meeting Schedule

To ensure that there is a proper flow of communication and timely decision making, the P&D Committee will meet weekly. The agenda for the meetings will be prepared by the DOA Planning Executive and will be based on input from all team members. The P&D Committee



brief the Executive Committee at a biweekly meeting. The agenda for the meeting will be set by the DOA Planning Executive and will provide status to the Executive Committee on all projects. Projects requiring Executive Committee guidance or approval will be presented at this meeting for resolution.

3. CIP Development Steps

There will be four steps that every airline rate based project must go through to obtain approval for funding and construction. Those not in the airline rate base, but which have an impact on the operations of the carriers, will also follow these steps for logistics resolution only. These steps are as follows for each project:

- I. Activity forecast and facility program
- II. Concept development, evaluation, and selection
- III. Completed schematic design (10% design), preliminary budget estimate, preliminary schedule, preliminary plan of finance and preliminary affect on the financial plan contained in Attachments A and B of the CIP MII Ballot
- IV. Completed design development (35% design) and budget estimate, final schedule, final finance plan and forecast affect on financial plan contained in Attachments A and B of the CIP MII Ballot

The DOA-PM will assemble the materials for each of these four steps. The information required under Step I for airline related facility program requirements will be assembled by the AMPT from data supplied by the Airlines. The DOA-PM will be responsible for the development of the overall facility program requirements. The design and cost information required for Steps II - IV will be submitted by the DOA-PM for review by the P&D Committee. Once step four has been completed for a particular project, that project will be (i) presented to the Executive Committee for approval if it is an Airline Project; or (ii) released to the DOA staff for implementation if not an Airline Project, provided that the DOA has affirmed that it will not impact airline rates and charges.

The DOA-PM will be responsible for issuing monthly status reports to the P&D Committee. Airline Projects, which are more than 5% over budget or behind schedule, will be reviewed by the P&D Committee at the next regularly scheduled weekly meeting. The DOA-PM will develop a plan of action to bring the project back within budget and schedule. Projects remaining 5% over budget or behind schedule after this review will be subject to a business and technical review as outlined in Step IV of the CIP Development Steps. The P&D Committee will then develop a recommendation for approval by the Executive Committee.

EXHIBIT B

RCS# 1981
6/05/00
2:45 PM

Atlanta City Council

Regular Session

CONSENT AGENDA PAGES (1 - 10)

ADOPT

YEAS: 14
NAYS: 0
ABSTENTIONS: 0
NOT VOTING: 1
EXCUSED: 0
ABSENT 1

SEE ATTACHED LISTING OF
ITEMS ADOPTED/ADVERSED
ON CONSENT AGENDA

Y McCarty	Y Dorsey	Y Moore	Y Thomas
Y Starnes	Y Woolard	Y Martin	Y Emmons
Y Bond	Y Morris	Y Maddox	Y Alexander
B Winslow	Y Muller	Y Boazman	NV Pitts

ITEM (S) REMOVED FROM
CONSENT AGENDA
00-O-0662

06/05/00 Council Meeting	
ITEMS ADOPTED ON CONSENT AGENDA	ITEMS ADVERSED ON CONSENT AGENDA
1. 00-O-0590 2. 00-O-0677 3. 00-O-0712 4. 00-O-0752 5. 00-O-0592 6. 00-O-0593 7. 00-O-0594 8. 00-O-0625 9. 00-O-0666 10. 00-O-0673 11. 00-O-0722 12. 00-O-0724 13. 00-O-0725 14. 00-O-0730 15. 00-O-0589 16. 00-O-0713 17. 00-O-0714 18. 00-O-0715 19. 00-O-0716 20. 00-R-0753 21. 00-R-0794 22. 00-R-0761 23. 00-R-0719 24. 00-R-0763 25. 00-R-0764 26. 00-R-0762 27. 00-R-0765 28. 00-R-0766 29. 00-R-0768 30. 00-R-0769 31. 00-R-0770 32. 00-R-0771 33. 00-R-0772 34. 00-R-0773 35. 00-R-0774 36. 00-R-0783 37. 00-R-0784 38. 00-R-0785	39. 00-R-0775 40. 00-R-0776 41. 00-R-0777 42. 00-R-0778 43. 00-R-0779 44. 00-R-0780 45. 00-R-0781 46. 00-R-0782 47. 00-R-0786 48. 00-R-0787 49. 00-R-0788 50. 00-R-0789 51. 00-R-0790 52. 00-R-0791 53. 00-R-0792 54. 00-R-0793